

APPENDIX B

San Joaquin River Parkway Master Plan (Recompiled 2000)

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RA1	Preserve and manage the natural and cultural resources in the Parkway, including archaeological and Native American sites, to meet current and future recreational and educational needs
RA2	Provide recreational and educational opportunities to all segments of the population
RA3	Manage recreational uses to reduce or eliminate indiscriminate activities, trespass on private lands, and human impacts on sensitive habitat areas.
RA4	Evaluate all Parkway facilities and features from the perspective of their potential for education or interpretation.
Recreation Area Objectives	
RO1	Locate intensive recreational activity sites away from sensitive natural resources and private residence
RO2	Prevent and control undesirable activities and unlawful conduct in the Parkway
RO3	Link all recreation areas and natural reserves between Highway 99 and Friant Dam with a continuous, multipurpose trail on land and with canoe-put-in, take-out, and rest areas along the river to create a recreation system with a variety of recreational opportunities within the Parkway. Connect the multipurpose trail with other local and regional trails and bikeways originating in surrounding areas. Do not construct a trail or canoe facilities downstream of Highway 99 unless warranted by recreational demand and in response to identify needs in managing indiscriminate activities.
RO4	Unify Parkway elements into a recognizable unit and a visually integrated park system.
Recreation Area Siting Policies	
RPS1	The Parkway shall consider proposed Parkway facilities sites to avoid areas that were formerly riparian forest, or have high potential for restoration to this threatened habitat
RPS2	To the extent feasible, any new access roadways associated with specific projects under the Plan should be located to reduce disturbance from intermittent vehicle passbys at the nearest noise-sensitive land uses
RPS3	At a minimum, avoid siting any recreational or educational facilities in any areas exposed to existing or projected future noise levels exceeding applicable ONC noise guidelines: <ul style="list-style-type: none"> • RPS3.1 75 dBA Ldn/ CNEL for golf courses, equestrian facilities, canoe put-out and take-in facilities and swimming areas. • RPS3.2 70 dBA Ldn/ CNEL for picnic areas, turf areas, and any other daytime gathering area. • RPS3.3 6- dBA Ldn/ CNEL for camping areas or indoor educational facilities, although noise exposure up to 70 dBA Ldn may be acceptable for the latter if adequate sound insulation can be demonstrated.
RPS4	Recreational activities will be evaluated for potential noise impacts on avian species and site to avoid noise impacts.
RPS5	Except for turf, use native plant species for landscaping and vegetation restoration.
RPS6	Physically control access with gates and collected user fees to support Parkway operations and deter indiscriminate activities. Manage high-demand Parkway uses through permits or additional fees as needed.
RPS7	Separate recreational areas form residences by a buffer at least 150 wide and if possible, screening vegetation as well.
RPS8	Have rangers and other Parkway personnel prevent and control undesirable activities and unlawful conduct as their most important responsibility.

¹ From *Recompiled San Joaquin River Parkway Master Plan for the San Joaquin River Conservancy*, approved and adopted by the San Joaquin River Conservancy Governing Board on July 20, 2000.

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RPS9	Whenever possible, avoid steep grades, environmentally sensitive areas, erodible soils, existing residences, agricultural operations, and hazards in the alignment and engineering of trails and bikeways. Provide separate surfaces for pedestrians, wheeled vehicles, and equestrians if feasible. Utilize existing trails and unimproved roads if appropriate. Make the multipurpose trail sufficiently wide to permit the passage of patrol, rescue, and maintenance vehicles. Provide a corridor for the multipurpose trail at least 100 feet wide and with vegetation planted as buffer/ screening, whenever feasible.
RPS10	Monitor all recreational activities that could have undesirable impacts on the river, wildlife, other visitors, and nearby residents and take action to minimize or control those impacts.
RPS11	Establish uniform Parkway facilities and sign standards
RPS12	Conduct interpretive programs as close as feasible to the site where the physical evidence of the theme is being interpreted is found.
RPS13	Use educational and interpretive curricula that will reach all segments of the community. Rely heavily on compatible programs already developed by volunteers, schools, and nonprofits organizations in the area.
RPS14	Pave areas selected for vehicle parking or access roads with asphalt or concrete, or use gravel or other permeable surfacing, depending on the potential risks or needs associated with soil erosion, water quality, or groundwater recharge.
RPS15	Recreation area development shall be consistent with statutory requirements and Resolutions 93-4 (Appendix A).
Recreation Traffic Policies	
RPT 1	To the extent needed and possible, schedule Parkway facility events to avoid peak traffic periods (e.g., major summer holidays) and to avoid concurrent events that would overload transportation access routes and/or Parkway parking facilities.
RTP 2	Monitor, regulate and maintain Parkway recreational visitation to various areas (through management techniques such as fees and permits as provided for in the Parkway Plan) to ensure acceptable levels of service on Friant Road and Herndon Avenue during peak periods of Parkway usage, in accordance with applicable Level of Service policies of the City of Fresno and County of Fresno.
RTP 3	At such time that plans are developed for the Wildwood site, Woodward Park expansion and development in the SR 99 vicinity, consider measures to provide efficient access to SR 41 and SR 99 so as to minimize impacts on lower Friant Road and Herndon Avenue
RTP 4	Develop operating plans for each Parkway segment, including access control locations, park hours, fees and enforcement provisions in conjunction with affected local jurisdiction(s)
RTP 5	Off-site improvements needed for access to and from Parkway facilities shall be designed in accordance with standards of the applicable local jurisdiction(s)
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RPP 1	Develop sufficient on-site parking at each public recreational facility to provide adequate parking supply for the desired usage level during peak periods and to meet the parking requirements of the affected local jurisdiction, while avoiding excess parking which would increase environmental impacts of construction and promote overuse of the site. On-site parking design should consider harmony with the natural environment while ensuring safety and security for users
Recreation Circulation Policies	
RCP 1	Participate in and promote coordinated planning efforts by the Conservancy and affected jurisdictions to provide linkages to the regional bicycle and trail systems, and ensure safe conditions for bicyclists on those routes

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RCP 2	At such time that individual improvements are planned, identify the need for bicyclist facilities, including separated bike paths (Class I) and striped bike lanes (Class II), and evaluate impacts of the Parkway improvements on existing and planned bicycle routes and trails in adjoining urbanized areas. Particular attention should be given to bicycle facilities needs and impacts on Friant Road and Herndon Avenue, both of which are high speed expressways along which bicycle routes are planned to be separated from the roadway
RCP 3	Design of bridge crossing along the Parkway trail, all of which are subject to project-level environment, be pleasing aesthetically, meet safety requirements for cyclists and other users and be designed in accordance with the 250-year flood event
RCP 4	Promote alternative transportation access to the Parkway by developing a Parkway access Program including development of a regional transit access map with linkages to Parkway recreational and educational/ outreach facilities and coordination with transit providers to facilitate Parkway access
Recreation Public Transit Policies	
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RTPP 2	Participate in and promote planning efforts by Fresno Area Express and other public transit operators in the region to serve the Parkway, particularly during periods of high activity such as summer weekends. Also, promote and advertise available transit services and facilities among private and public event sponsors
Recreation Facilities Construction Policies	
RFP 1	Parkway development will be consistent with adopted local government PM10 emissions mitigation programs. Parkway operations should include the following standard construction provisions: <ul style="list-style-type: none"> • Restrict or ban intensive activities on dry soil on days of high winds (> 30 mph). • Limit the speed of construction-related vehicles to 25 miles per hour
RFP 2	Prior to final project design of any structures, all plan shall be reviewed for compliance with regulatory requirements for non-residential structures, as appropriate
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RFP 4	A spill prevention and cleanup policy shall be prepared. Staging areas for heavy equipment and construction materials shall be established so that inadvertent spills of oil, grease, asphalt, other petroleum by-products, or other hazardous materials shall be properly maintained and cleaned to prevent spills and leaks
RFP 5	The Conservancy shall pursue a policy of avoiding the use of herbicides to the extent feasible to remove unwanted vegetation during construction activities. In the event there is not alternative way to remove unwanted vegetation, herbicide use shall be coordinated with the appropriate jurisdiction's Agricultural Commissioner's Office and shall be limited to the use of herbicides that are presently used for routine maintenance. Herbicides shall be applied in accordance with all applicable Agricultural Commissioner's Office requirements for the jurisdiction in which Parkway Plan features are implemented, and with the manufacturers recommendations
RFP 6	Implement a landscape maintenance program to integrate BMP's that eliminate, reduce, or minimize the use of pesticides and herbicides

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RFP 7	Geotechnical investigations shall be performed by qualified personnel prior to approval of final design for each feature to identify geologic or soil characteristics that could result in adverse effects on water quality, for example, highly erodible soils or slope conditions. Siting of project features shall avoid areas where potential adverse impacts to water quality could occur through erosion control or slope instability.
RFP 8	Septic systems shall be installed in areas approved by local ordinance and shall be sited, designed, and operated in accordance with all applicable State and local laws.
RFP 9	Construction activities potentially impacting noise-sensitive land uses in Madera County shall comply with the most stringent of applicable provisions from the County and City of Fresno's noise ordinances. Specifically, any construction activities occurring outside of the hours between 7 a.m. and 9 p.m., Monday through Saturday, shall comply with the noise exposure limits for the most noise-sensitive land uses established in Fresno County's Noise Control Ordinance (see Table 5.8-3), and with the exposure limits for other (commercial and industrial) land uses established in the City of Fresno's Noise Regulation (see Table 5.8-4).
RFP 10	Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of cultural sites.
Park Operation Policies	
ROP1	<p>Reduce impervious land coverage associated with parking areas and boat ramps. Such measures could include, but would not be limited to:</p> <ul style="list-style-type: none"> • Construct parking stalls of more permeable material than aisles, for example, gravel, open-celled unit pavers, porous asphalt, or porous concrete; • Use trees and bollards spaced 20 feet apart in parking areas. As an added benefit, stall width would be slightly greater than in conventional lots, parked cars would be shaded, and open space would be more attractive when cars are absent; • Locate linear landscaped areas (grass swales) on the perimeter of the lot or as an internal island so that pollutants can settle and runoff velocities are slowed; • Construct oil and grease separators to control parking lot contaminants; • Clean or sweep parking lots on a regular basis; • Utilize gravel or other granular materials for boat ramps; • Slope boat ramps to drain adjacent permeable landscaping or natural or enhanced vegetation to allow pollutants to be dispersed and cleaned by soil.

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹

ROP 2	<p>Parkway projects, recreational amenities and resource restoration shall be developed consistent with the responsible jurisdiction’s standards for Stormwater Pollution Prevention Plan (SWPPP) and maintenance programs. The Conservancy shall include as part of final project design appropriate BMP’s, consistent with recommendations of the Stormwater Quality Task Force’s California Stormwater Best Management Practices Handbook, that could include a combination of the following BMP’s, or equally effective measures:</p> <ul style="list-style-type: none"> • Incorporation of peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips; • Labeling of storm drain inlets, if any, to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., “Don’t Dump! Drains to River!”); • Use of warm-season grasses and drought tolerant vegetation wherever feasible in landscape areas (if any), including borders to reduce demand for irrigation and thereby reduce irrigation runoff; and • Installation of efficient irrigation systems in landscaped areas, if any, to minimize runoff and evaporation and maximize the water that will reach plant roots. Such irrigation systems include drip irrigation and automatic irrigation systems
ROP 3	<p>Install signage at regular intervals at and near river access points to educate users of the importance of protecting water quality. Information regarding adverse effects of illicit dumping of such materials as automotive fluids or other household-type liquid wastes on water quality and wildlife shall be included as part of the educational and interpretive programs</p>
ROP 4	<p>Establish and implement a Parkway management program to monitor trail conditions, canoe put-ins, and bridge overcrossing approaches and footings and for regular maintenance and repair of such features. Establish and implement a program to monitor these locations for regular maintenance and repair</p>
ROP 5	<p>Participate, promote or organize community-based litter removal programs for the Parkway</p>
ROP 6	<p>The Parkway shall develop and implement guidelines to include elements addressing public education regarding appropriate behavior while on Parkway property</p>
ROP 7	<p>Any use of recreational areas within the Planning Area, aside from camping, shall be limited to the hours between sunrise and sunset. Access to these areas shall be limited to these hours</p>
ROP 8	<p>A minimum buffer of 300 feet shall be required between any existing, occupied residential property or residential structure and any turf areas, picnic areas, dog play areas, or permanent outdoor education areas where large groups of people and/or pets may gather</p>
ROP 9	<p>Develop Parkway manual for park staff and wardens instructing them on cultural sites and their sensitivity</p>
ROP 10	<p>Develop educational materials readily available at key locations instructing the public on value of cultural heritage and the need to not disturb sites. Information should include what to do in the event a cultural site is disturbed or an artifact is found</p>
ROP 11	<p>The Conservancy shall use its authority to prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the Highway 99 during the months of November through July to protect heron and egret rookery</p>
<p align="center">Recreation and Flood Management Policies</p>	

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RFMP 1	The local jurisdiction shall take into consideration the presence of the regulatory floodway, FEMA-designated 100-year floodplain, estimated 250-year floodplain, and the FMFCD Riverine Floodplain Policy in determining the location of future development within the Parkway. Any development sited in a designated 100-year floodplain shall comply with the regulatory requirements at a minimum and with the FMFCD Riverine Floodplain Policy criteria, where applicable
RFMP 2	Structures and amenities associated with anticipated uses within the Parkway shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in a substantial increase in off-site water surface elevations. For permanent structures, such a bridge overcrossing, the minimum level of design flood protection shall be the Standard Project Flood (which is roughly equivalent to a 250-year event) to ensure flood flows are not dammed and to prevent flooding on surrounding properties. Amenities such as picnic tables, litter containers, interpretive displays, and vault toilets shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential to impact the flow, location, or depth of floodwater
RFMP 3	Flood warning alert and evacuation procedures shall be developed and implemented with the Counties of Madera and Fresno, the City of Fresno, and FMFCD to ensure evacuation of visitors from the Parkway during event with high flow risks, and to prevent public access into the Parkway during such events
Recreation Design Policies	
RDP 1	Parkway trail alignment, recreational facility siting and riparian restoration projects shall coordinate with local flood control maintenance and public safety agencies to avoid conflicts with access for maintenance and public safety
RDP 2	Provide adequate bicycle locking facilities at key "fixed recreational and educational facilities for planning area recreational users who may not have a car parked on site for stowing the bicycles
RDP 3	Add Design Policy: Prior to final project design of any structures, all plans shall be reviewed to ensure that adequate drainage has been incorporated into project design to reduce post-project runoff to pre-project levels or direct such runoff to a planned system of public facilities designed to receive such runoff. Such measures could include, but would not be limited to: <ul style="list-style-type: none"> • The construction or expansion of storm detention basins, drainage pipes, drains or pumps • Natural drainage swales incorporated into the Parkway design to the extent feasible • Natural drainage swales should be used to the extent feasible, because runoff flows in the direction of the natural topography due to gravity, and little additional energy (pumping) would be required. In addition, natural drainage swales could be incorporated into the Parkway design
RDP 4	Unpaved parking areas and interval driveways for Parkway facilities will be treated to reduce dust generation
RDP 5	Develop flood evacuation procedures including removal of vault toilets
RDP 6	Install signage at regular intervals at and near river access points to educate Parkway visitors and workers regarding the potential for dam failure and evacuation routes. Information regarding potential effects, safety precautions, notification, and emergency evacuation shall be included as part of the educational and interpretive programs

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹

RDP 7	Where feasible and appropriate, construct separate, parallel multipurpose trails, one with a firm granular or paved 12-foot-wide surface for cyclists, persons in wheelchairs, and other users preferring a hard surface; and one with a soft granular (e.g., decomposed granite or crushed quarry fines) or native soil 8-foot-wide surface for equestrian and hikers. Where separate trails are not appropriate or feasible, provide an extra-wide single corridor trail constructed of a 12-foot wide firm granular or asphalt section and an 8-foot-wide soft granular or native soil shoulders on one side The trail width and surface shall be suitable for use by patrol, maintenance, and emergency vehicles
RDP 8	In the event there is not sufficient width to construct a trail as described above, implement restrictions on vehicular, horse, bicycle and foot traffic to reduce potential effects from heavy use. Control measures shall include but would not be limited to, proper trail siting, seasonal trail closures, signage, barriers, and enforcement
RDP 9	Asphalt paving shall be considered for segments of the multipurpose trail that are expected to receive heavy traffic within two to three years after being opened to such use (e.g., the segment along Woodward Bluffs between Woodward Park and East Copper Avenue)
RDP 10	Internal trails that provide access to natural reserves or trail loops within the multipurpose trail shall consist of low-impact footpaths that are a minimum of 24 inches wide and constructed of soft granular material, such as decomposed granite or crushed quarry fines, or native soil
RDP 11	Equestrian facilities and connections to the multipurpose trail system shall be sites, graded, and constructed of suitable materials resistant to the effects of wind and water erosion to minimize the potential for sediments to be carried into adjacent waterways. A program to monitor the effectiveness of such controls shall be established, including implementation of a maintenance and repair plan
RDP 12	For buildings that do not use gutter system, landscape planting around the base shall provide increased opportunities for storm water infiltration and protect soil from erosion caused by runoff volumes
RDP 13	Trash receptacle including recycling bins sufficient to handle waste generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and trash collection to prevent container overflow shall be implemented, particularly during periods of heavy Parkway use
RDP 14	In public use areas, install signage to educate users of the importance of proper litter disposal and to designate locations of trash containers. Information regarding adverse effects of litter on water quality and wildlife shall be included as part of the educational and interpretive programs
RDP 15	In areas where septic systems are prohibited, vault toilets sufficient enough to handle wastes generated by the Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and removal of wastes to prevent overflows shall be implemented, particularly during periods of heavy Parkway use
RDP 16	In public use areas, designate locations of the sanitary facilities
RDP 17	Whenever construction of a project features is proposed within 300 feet of the riparian corridor, construction supervision shall be made aware of the biological resources, and shall implement mitigation measures to avoid adversely impacting the riparian corridor

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RDP 3	Whenever construction of project features is proposed within 100 feet of the riparian corridor, construction supervisors shall be made aware of the biological value of the elderberry shrubs, and shall be implemented mitigation measures to avoid adversely affecting this species
RDP 11	Prior to approval of any construction in the Plan area, a records search shall be conducted to determine whether cultural resources have been recorded in or near the project development area, or are likely to occur. The study area should include areas to be directly affected as well as any areas of increased ingress in which cultural resources could be located. An on-the-ground field survey shall also be conducted by a qualified archaeologist of all potentially affected areas, with all resources inventoried and evaluation made to determine the significance of any resources present. Mitigation measures shall be developed and implemented to reduce any impacts to any cultural resources to a less than significant level before construction begins
RDP 12	In the event of the discovery of any subsurface archaeological artifact, feature or deposit during construction activities, work within 100 feet of the find shall be halted, and an archaeologist will be conducted for an in-field evaluation <ul style="list-style-type: none"> • If the resource is determined to be significant, an appropriate plan for resource preservation or site excavation must be developed and implemented • If bone is found that appears to be human, work within 100 feet of the find shall be halted, and the County Coroner must be contacted. If the remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC shall determine the “most likely descendent”, who will work to develop a plan for the area of the find. Construction work shall remain halted in the vicinity of the discovery until the plan can be implemented
RDP 3	Prior to approval of any construction in the Plan area, contact should be made with the Native American Heritage Commission to obtain the names of individuals who may have knowledge regarding areas of concern in or near the Parkway Plan area such as familial villages, gathering areas, power places, or other sites with heritage values for Native Americans. These individuals should be contacted, and information solicited on traditional cultural properties that may be present within the study area. Mitigation measures shall be developed and implemented to reduce any impact to any traditional cultural properties to a less than significant level before construction begins
Recreation Area Goals	
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RFP 10	Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of cultural sites.
Park Operation Policies	
ROP1	<p>Reduce impervious land coverage associated with parking areas and boat ramps. Such measures could include, but would not be limited to:</p> <ul style="list-style-type: none"> • Construct parking stalls of more permeable material than aisles, for example, gravel, open-celled unit pavers, porous asphalt, or porous concrete; • Use trees and bollards spaced 20 feet apart in parking areas. As an added benefit, stall width would be slightly greater than in conventional lots, parked cars would be shaded, and open space would be more attractive when cars are absent; • Locate linear landscaped areas (grass swales) on the perimeter of the lot or as an internal island so that pollutants can settle and runoff velocities are slowed; • Construct oil and grease separators to control parking lot contaminants; • Clean or sweep parking lots on a regular basis; • Utilize gravel or other granular materials for boat ramps; • Slope boat ramps to drain adjacent permeable landscaping or natural or enhanced vegetation to allow pollutants to be dispersed and cleaned by soil.
ROP 2	<p>Parkway projects, recreational amenities and resource restoration shall be developed consistent with the responsible jurisdiction’s standards for Stormwater Pollution Prevention Plan (SWPPP) and maintenance programs. The Conservancy shall include as part of final project design appropriate BMP’s, consistent with recommendations of the Stormwater Quality Task Force’s California Stormwater Best Management Practices Handbook, that could include a combination of the following BMP’s, or equally effective measures:</p> <ul style="list-style-type: none"> • Incorporation of peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips; • Labeling of storm drain inlets, if any, to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., “Don’t Dump! Drains to River!”); • Use of warm-season grasses and drought tolerant vegetation wherever feasible in landscape areas (if any), including borders to reduce demand for irrigation and thereby reduce irrigation runoff; and • Installation of efficient irrigation systems in landscaped areas, if any, to minimize runoff and evaporation and maximize the water that will reach plant roots. Such irrigation systems include drip irrigation and automatic irrigation systems
ROP 3	Install signage at regular intervals at and near river access points to educate users of the importance of protecting water quality. Information regarding adverse effects of illicit dumping of such materials as automotive fluids or other household-type liquid wastes on water quality and wildlife shall be included as part of the educational and interpretive programs

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
ROP 4	Establish and implement a Parkway management program to monitor trail conditions, canoe put-ins, and bridge overcrossing approaches and footings and for regular maintenance and repair of such features. Establish and implement a program to monitor these locations for regular maintenance and repair
ROP 5	Participate, promote or organize community-based litter removal programs for the Parkway
ROP 6	The Parkway shall develop and implement guidelines to include elements addressing public education regarding appropriate behavior while on Parkway property
ROP 7	Any use of recreational areas within the Planning Area, aside from camping, shall be limited to the hours between sunrise and sunset. Access to these areas shall be limited to these hours
ROP 8	A minimum buffer of 300 feet shall be required between any existing, occupied residential property or residential structure and any turf areas, picnic areas, dog play areas, or permanent outdoor education areas where large groups of people and/or pets may gather
ROP 9	Develop Parkway manual for park staff and wardens instructing them on cultural sites and their sensitivity
ROP 10	Develop educational materials readily available at key locations instructing the public on value of cultural heritage and the need to not disturb sites. Information should include what to do in the event a cultural site is disturbed or an artifact is found
ROP 11	The Conservancy shall use its authority to prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the Highway 99 during the months of November through July to protect heron and egret rookery
Recreation and Flood Management Policies	
RFMP 1	The local jurisdiction shall take into consideration the presence of the regulatory floodway, FEMA-designated 100-year floodplain, estimated 250-year floodplain, and the FMFCD Riverine Floodplain Policy in determining the location of future development within the Parkway. Any development sited in a designated 100-year floodplain shall comply with the regulatory requirements at a minimum and with the FMFCD Riverine Floodplain Policy criteria, where applicable
RFMP 2	Structures and amenities associated with anticipated uses within the Parkway shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in a substantial increase in off-site water surface elevations. For permanent structures, such a bridge overcrossing, the minimum level of design flood protection shall be the Standard Project Flood (which is roughly equivalent to a 250-year event) to ensure flood flows are not dammed and to prevent flooding on surrounding properties. Amenities such as picnic tables, litter containers, interpretive displays, and vault toilets shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential to impact the flow, location, or depth of floodwater
RFMP 3	Flood warning alert and evacuation procedures shall be developed and implemented with the Counties of Madera and Fresno, the City of Fresno, and FMFCD to ensure evacuation of visitors from the Parkway during event with high flow risks, and to prevent public access into the Parkway during such events
Recreation Design Policies	
RDP 1	Parkway trail alignment, recreational facility siting and riparian restoration projects shall coordinate with local flood control maintenance and public safety agencies to avoid conflicts with access for maintenance and public safety

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹

RDP 2	Provide adequate bicycle locking facilities at key “fixed recreational and educational facilities for planning area recreational users who may not have a car parked on site for stowing the bicycles
RDP 3	<p>Add Design Policy: Prior to final project design of any structures, all plans shall be reviewed to ensure that adequate drainage has been incorporated into project design to reduce post-project runoff to pre-project levels or direct such runoff to a planned system of public facilities designed to receive such runoff. Such measures could include, but would not be limited to:</p> <ul style="list-style-type: none"> • The construction or expansion of storm detention basins, drainage pipes, drains or pumps • Natural drainage swales incorporated into the Parkway design to the extent feasible • Natural drainage swales should be used to the extent feasible, because runoff flows in the direction of the natural topography due to gravity, and little additional energy (pumping) would be required. In addition, natural drainage swales could be incorporated into the Parkway design
RDP 4	Unpaved parking areas and interval driveways for Parkway facilities will be treated to reduce dust generation
RDP 5	Develop flood evacuation procedures including removal of vault toilets
RDP 6	Install signage at regular intervals at and near river access points to educate Parkway visitors and workers regarding the potential for dam failure and evacuation routes. Information regarding potential effects, safety precautions, notification, and emergency evacuation shall be included as part of the educational and interpretive programs
RDP 7	Where feasible and appropriate, construct separate, parallel multipurpose trails, one with a firm granular or paved 12-foot-wide surface for cyclists, persons in wheelchairs, and other users preferring a hard surface; and one with a soft granular (e.g., decomposed granite or crushed quarry fines) or native soil 8-foot-wide surface for equestrian and hikers. Where separate trails are not appropriate or feasible, provide an extra-wide single corridor trail constructed of a 12-foot wide firm granular or asphalt section and an 8-foot-wide soft granular or native soil shoulders on one side The trail width and surface shall be suitable for use by patrol, maintenance, and emergency vehicles
RDP 8	In the event there is not sufficient width to construct a trail as described above, implement restrictions on vehicular, horse, bicycle and foot traffic to reduce potential effects from heavy use. Control measures shall include but would not be limited to, proper trail siting, seasonal trail closures, signage, barriers, and enforcement
RDP 9	Asphalt paving shall be considered for segments of the multipurpose trail that are expected to receive heavy traffic within two to three years after being opened to such use (e.g., the segment along Woodward Bluffs between Woodward Park and East Copper Avenue)
RDP 10	Internal trails that provide access to natural reserves or trail loops within the multipurpose trail shall consist of low-impact footpaths that are a minimum of 24 inches wide and constructed of soft granular material, such as decomposed granite or crushed quarry fines, or native soil
RDP 11	Equestrian facilities and connections to the multipurpose trail system shall be sites, graded, and constructed of suitable materials resistant to the effects of wind and water erosion to minimize the potential for sediments to be carried into adjacent waterways. A program to monitor the effectiveness of such controls shall be established, including implementation of a maintenance and repair plan

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RDP 12	For buildings that do not use gutter system, landscape planting around the base shall provide increased opportunities for storm water infiltration and protect soil from erosion caused by runoff volumes
RDP 13	Trash receptacle including recycling bins sufficient to handle waste generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and trash collection to prevent container overflow shall be implemented, particularly during periods of heavy Parkway use
RDP 14	In public use areas, install signage to educate users of the importance of proper litter disposal and to designate locations of trash containers. Information regarding adverse effects of litter on water quality and wildlife shall be included as part of the educational and interpretive programs
RDP 15	In areas where septic systems are prohibited, vault toilets sufficient enough to handle wastes generated by the Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and removal of wastes to prevent overflows shall be implemented, particularly during periods of heavy Parkway use
RDP 16	In public use areas, designate locations of the sanitary facilities
RDP 17	Whenever construction of a project features is proposed within 300 feet of the riparian corridor, construction supervision shall be made aware of the biological resources, and shall implement mitigation measures to avoid adversely impacting the riparian corridor
RDP 3	Whenever construction of project features is proposed within 100 feet of the riparian corridor, construction supervisors shall be made aware of the biological value of the elderberry shrubs, and shall be implemented mitigation measures to avoid adversely affecting this species
RDP 11	Prior to approval of any construction in the Plan area, a records search shall be conducted to determine whether cultural resources have been recorded in or near the project development area, or are likely to occur. The study area should include areas to be directly affected as well as any areas of increased ingress in which cultural resources could be located. An on-the-ground field survey shall also be conducted by a qualified archaeologist of all potentially affected areas, with all resources inventoried and evaluation made to determine the significance of any resources present. Mitigation measures shall be developed and implemented to reduce any impacts to any cultural resources to a less than significant level before construction begins
RDP 12	In the event of the discovery of any subsurface archaeological artifact, feature or deposit during construction activities, work within 100 feet of the find shall be halted, and an archaeologist will be conducted for an in-field evaluation <ul style="list-style-type: none"> • If the resource is determined to be significant, an appropriate plan for resource preservation or site excavation must be developed and implemented • If bone is found that appears to be human, work within 100 feet of the find shall be halted, and the County Coroner must be contacted. If the remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC shall determine the “most likely descendent”, who will work to develop a plan for the area of the find. Construction work shall remain halted in the vicinity of the discovery until the plan can be implemented

Interim San Joaquin River Parkway Master Plan Goals, Objectives and Policies¹	
RDP 3	Prior to approval of any construction in the Plan area, contact should be made with the Native American Heritage Commission to obtain the names of individuals who may have knowledge regarding areas of concern in or near the Parkway Plan area such as familial villages, gathering areas, power places, or other sites with heritage values for Native Americans. These individuals should be contacted, and information solicited on traditional cultural properties that may be present within the study area. Mitigation measures shall be developed and implemented to reduce any impact to any traditional cultural properties to a less than significant level before construction begins
Mineral Resource Goals	
MR1	Promote the reclamation of land after removal of sand and gravel deposits in ways that will enhance or complement the Parkway and its natural resources and recreational opportunities.
MR2	Assure that Parkway facilities are designed, constructed, and operated in such a way that sand and gravel mining operations are not adversely affected and that they will not preclude future extraction in all MRZ-2 designated areas.
Mineral Resource Objectives	
MRO1	Promote a consistent approach among the jurisdictions to permitting, reclamation plan requirements, and reclamation monitoring such that owners of sand and gravel resources maintain the ability to mine them, if they choose.
MRO2	Cooperate with local land use control agencies in the development of standards concerning mining operations, processing sites, and haul routes proposed within the Parkway
Mineral Resource Policies	
MRP1	Site Parkway structures with long economic life (e.g., a restroom) where they will not preclude or interfere with future mining operations. As needed, pending the future initiation of mining operations, construct temporary facilities that do not represent a significant economic commitment and can be readily relocated, such as unpaved trails.
MRP2	Site trails/bikeways and other recreational areas at least 300 feet from the edge of the active mining operations and separate them by physical barriers; avoid trail/bikeway crossings of active haul routes whenever possible; if crossings of haul routes are necessary, separate where feasible.
MRP3	Augment state reclamation guidelines as needed for the Parkway to protect existing riparian woodlands, enhance or complement the revegetation of the wildlife corridor and adjacent areas, improve lakes as parkway features by providing for specific wildlife habitat needs or replication of natural landscapes and reflect public safety needs.
MRP4	Public access facilities on lands containing sand and gravel operations may be developed where temporary access is feasible in areas containing natural mineral resources that have yet to be extracted.
Mineral Design Policy	
MDP1	No intensive public use areas should be sited near mineral resource processing plants. Temporary berms, a minimum 10' height, with signed fencing should be used to separate publicly accessible trails and use areas from mining activities. Where trails cross haul routes, considerations should be given to using bridges to segregate use or to opening trails for public use only when mining is not active.

SAN JOAQUIN RIVER PARKWAY INTERIM MASTER PLAN MITIGATION MEASURES¹

Number	Mitigation Measure
5.2-1(a)	To the extent needed and possible, schedule Parkway facility events to avoid peak traffic periods (e.g., major summer holidays) and to avoid concurrent events that would overload transportation access routes and/or Parkway parking facilities.
5.2-1(b)	Monitor, regulate and maintain Parkway recreational visitation to various areas (through management techniques such as fees and permits as provided for in the Parkway Plan) to ensure acceptable levels of service on Friant Road and Herndon Avenue during peak periods of Parkway usage, in accordance with applicable Level of Service policies of the City of Fresno and County of Fresno.
5.2-1(c)	At such time that plans are developed for the Wildwood site, Woodward Park expansion and development in the SR 99 vicinity, consider measures to provide efficient access to SR 41 and SR 99 so as to minimize impacts on lower Friant Road and Herndon Avenue.
5.2-1(d)	Develop operating plans for each Parkway segment, including access control locations, park hours, fees and enforcement provisions in conjunction with affected local jurisdiction(s).
5.2-1(e)	Off-site improvements needed for access to and from Parkway facilities shall be designed in accordance with standards of the applicable local jurisdiction(s).
5.2-2(a)	Develop sufficient on-site parking at each public recreational facility to provide adequate parking supply for the desired usage level during peak periods and to meet the parking requirements of the affected local jurisdiction, while avoiding excess parking which would increase environmental impacts of construction and promote overuse of the site. On-site parking design should consider harmony with the natural environment while ensuring safety and security for users.
5.2-3(b)	At such time that individual site improvements are planned, identify the need for bicyclist facilities, including separated bike paths (Class I) and striped bike lanes (Class II), and evaluate impacts of the Parkway improvements on existing and planned bicycle routes and trails in the adjoining urbanized areas. Particular attention should be given to bicycle facility needs and impacts on Friant Road and Herndon Avenue, both of which are high speed expressways along which bicycle routes are planned to be separated from the roadway.
5.2-3(c)	Design of bridge crossings along the Parkway trail, all of which are subject to project-level environmental review, should minimize impacts on the natural environment, be pleasing aesthetically, meet safety requirements for cyclists and other users and be designed in accordance with the 250-year flood event.
5.2-4(a)	At such time that individual site improvements are planned, identify the need for transit facilities at railheads and Parkway staging areas, considering special events (such as the annual spring Parkway benefit fete).
5.2-4(b)	Participate in and promote planning efforts by Fresno Area Express and other public transit operators in the region to serve the Parkway, particularly during periods of high activity such as summer weekends. Also, promote and advertise available transit services and facilities among private and public event sponsors.
5.2-5(a)	Parkway trail development and riparian restoration projects may adversely affect flood maintenance and public safety access.
5.2-5(b)	Parkway trail alignment, recreational facility siting and riparian restoration projects shall coordinate with local flood control maintenance and public safety agencies to avoid conflicts with access for maintenance and public safety.
5.3-1(a)	Parkway development will be consistent with adopted local government PM ₁₀ emissions mitigation programs. Parkway operations should include the following standard construction provision: <ul style="list-style-type: none"> (i) Restrict or ban intensive construction activities on dry soil on days of high winds (> 30 mph); (ii) Limit the speed of construction-related vehicles to 25 miles per hour.
5.3-2(a)	Promote alternative transportation access to the Parkway by developing a Parkway access Program including development of a regional transit access map with linkages to Parkway recreational and educational/outreach facilities and coordination with transit providers to facilitate Parkway access.
5.3-2(b)	Provide adequate bicycle locking facilities at key "fixed" recreational and educational facilities for planning area recreational users who may not have a car parked on site for stowing their bicycles.
5.3-2(c)	Unpaved parking areas and internal driveways for Parkway facilities will be treated to reduce dust generation.
5.4-1(a)	Prior to final project design of any structures, all plans shall be reviewed to ensure that adequate

¹ Final Program Environmental Impact Report San Joaquin River Parkway Interim Master Plan, October 1997.

Number	Mitigation Measure
	<p>drainage has been incorporated into project design to reduce post-project runoff to pre-project levels or direct such runoff to a planned system of public facilities designed to receive such runoff. Such measures could include, but would not be limited to:</p> <ul style="list-style-type: none"> (i) The construction or expansion of storm detention basins, drainage pipes, drains or pumps. (ii) Natural drainage swales incorporated into Parkway design to the extent feasible. (iii) Natural drainage swales should be used to the extent feasible, because runoff flows in the direction of the natural topography due to gravity, and little additional energy (pumping) would be required. In addition, natural drainage swales could be incorporated into the Parkway design.
5.4-2(a)	Prior to final project design of any structures, all plans shall be reviewed for compliance with regulatory requirements for non-residential structures, as appropriate.
5.4-2(b)	The local jurisdiction shall take into consideration the presence of the regulatory floodway, FEMA-designated 100- year floodplain, estimated 250-year floodplain, and the FMFCD Riverine Floodplain Policy in determining the location of future development within the Parkway. Any development sited in a designated 100-year floodplain shall comply with regulatory requirements at a minimum and with the FMFCD Riverine Floodplain Policy criteria, where applicable.
5.4-2(c)	Structures and amenities associated with anticipated uses within the Parkway shall be designed and sited to ensure that such features do not obstruct flood flows, do not create a public safety hazard, or result in a substantial increase in off-site water surface elevations. For permanent structures, such as bridge overcrossings, the minimum level of design flood protection shall be the Standard Project Flood (which is roughly equivalent to a 250-year event) to ensure flood flows are not dammed and to prevent flooding on surrounding properties. Amenities such as picnic tables, litter containers, interpretive displays, and vault toilets shall be designed, placed, and securely fastened to allow for water to easily flow through or around them and so that they do not become dislodged during flood events. Fences, if any, shall be sized, placed, and securely anchored to minimize the potential to impact the flow, location or depth of floodwaters.
5.4-2(d)	Flood warning alert and evacuation procedures shall be developed and implemented with the Counties of Madera and Fresno, the City of Fresno, and FMFCD to ensure evacuation of visitors from the Parkway during event with high flow risks, and to prevent public access into the Parkway during such events.
5.4-3(a)	Develop flood evacuation procedures including removal of vault toilets.
5.4-3(b)	Install signage at regular intervals at and near river access points to educate Parkway visitors and workers regarding the potential for dam failure and evacuation routes. Information regarding potential effects, safety precautions, notification, and emergency evacuation shall be included as part of the educational and interpretive programs.
5.5-l(a)	Best Management Practices (BMPs), as identified by the responsible jurisdiction through an adopted ordinance or standard, shall be implemented to minimize potential effects from grading and construction-related erosion. The BMPs shall include site-specific erosion and sedimentation control plans to be prepared for each site to be developed prior to construction.
5.5-l(b)	A spill prevention and cleanup policy shall be prepared. Staging areas for heavy equipment and construction materials shall be established so that inadvertent spills of oil, grease, asphalt, other petroleum by-products, or other hazardous materials shall not be discharged into the stream course. All machinery shall be properly maintained and cleaned to prevent spills and leaks.
5.5-l(c)	The Conservancy shall pursue a policy of avoiding the use of herbicides to the extent feasible to remove unwanted vegetation during construction activities. In the event there is no alternative way to remove unwanted vegetation, herbicide use shall be coordinated with the appropriate jurisdiction's Agricultural Commissioner's Office and shall be limited to the use of herbicides that are presently used for routine maintenance. Herbicides shall be applied in accordance with all applicable Agricultural Commissioner's Office requirements for the jurisdiction in which Parkway Plan features are implemented, and with the manufacturers recommendations.
5.5-2(a)	Parkway projects, recreational amenities and resource restoration shall be developed consistent with the responsible jurisdiction's standards for Stormwater Pollution Prevention Plan (SWPPP) and maintenance program. The Conservancy shall include as part of final project design appropriate BMPs, consistent with recommendations of the Stormwater Quality Task Force's California Stormwater Best Management Practices Handbook, that could include a combination of the following BMPs, or equally effective measures:

Number	Mitigation Measure
	<ul style="list-style-type: none"> (i) incorporation of peak flow reduction and infiltration practices, such as grass swales, infiltration trenches and grass filter strips; (ii) Labeling of storm drain inlets, if any, to educate the public of the adverse impacts associated with dumping on receiving waters (i.e., "Don't dump! Drains to River!"); (iii) use of warm-season grasses and drought-tolerant vegetation wherever feasible in landscape areas (if any), including borders to reduce demand for irrigation and thereby reduce irrigation runoff; and (iv) Installation of efficient irrigation systems in landscaped areas, if any, to minimize runoff and evaporation and maximize the water that will reach plant roots. Such irrigation systems include drip irrigation and automatic irrigation systems.
5.5-2(b)	Implement a landscape maintenance program to integrate BMPs that eliminate, reduce, or minimize the use of pesticides and herbicides.
5.5-2(c)	Install signage at regular intervals at and near river access points to educate users of the importance of protecting water quality. Information regarding adverse effects of illicit dumping of such materials as automotive fluids or other household-type liquid wastes on water quality and wildlife shall be included as part of the educational and interpretive programs.
5.5-2(d)	<p>Reduce impervious land coverage associated with parking areas and boat ramps. Such measures could include, but would not be limited to:</p> <ul style="list-style-type: none"> (i) construct parking stalls of more permeable material than aisles, for example, gravel, open-celled unit pavers, porous asphalt, or porous concrete; (ii) use trees and bollards spaced 20 feet apart in parking areas. As an added benefit, stall width would be slightly greater than in conventional lots, parked cars would be shaded, and open space would be more attractive when cars are absent; (iii) locate linear landscaped areas (grass swales) on the perimeter of the lot or as an internal island so that pollutants can settle and runoff velocities are slowed; (iv) construct oil and grease separators to control parking lot contaminants; (v) clean or sweep parking lots on a regular basis; (vi) utilize gravel or other granular material for boat ramps; (vii) slope boat ramps to drain into adjacent permeable landscaping or natural or enhanced vegetation to allow pollutants to be dispersed and cleansed by soil.
5.5-3(a)	Geotechnical investigations shall be performed by qualified personnel prior to approval of final design for each feature to identify geologic or soil characteristics that could result in adverse effects on water quality, for example, highly erodible soils or slope conditions. Siting of project features shall avoid areas where potential adverse impacts to water quality could occur through erosion or slope instability.
5.5-3(b)	Establish and implement a Parkway management program to monitor trail conditions, canoe put-ins, and bridge overcrossing approaches and footings and for regular maintenance and repair of such features. Establish and implement a program to monitor these locations for regular maintenance and repair.
5.5-3(c)	Where feasible and appropriate, construct separate, parallel multipurpose trails, one with a firm granular or paved 12-foot-wide surface for cyclists, persons in wheelchairs, and other users preferring a hard surface; and one with a soft granular (e.g., decomposed granite or crushed quarry fines) or native soil 8-foot-wide surface for equestrians and hikers. Where separate trails are not appropriate or feasible, provide an extra-wide single corridor trail constructed of a 12-foot-wide firm granular or asphalt section and an 8-foot-wide soft granular or native soil shoulders on one side. The trail width and surface shall be suitable for use by patrol, maintenance, and emergency vehicles.
5.5-3(d)	In the event there is not sufficient width to construct a trail as described above, implement restrictions on vehicular, horse, bicycle and foot traffic to reduce potential effects from heavy use. Control measures shall include, but would not be limited to, proper trail siting, seasonal trail closures, signage, barriers, and enforcement.

Number	Mitigation Measure
5.5-3(e)	Asphalt paving shall be considered for segments of the multipurpose trail that are expected to receive heavy traffic within two to three years after being opened to such use (e.g., the segment along Woodward Bluffs between Woodward Park and East Copper Avenue.)
5.5-3(f)	Internal trails that provide access to natural reserves or trail loops within the multipurpose trail shall consist of low-impact footpaths that are a minimum of 24 inches wide and constructed of soft granular material, such as decomposed granite or crushed quarry fines, or native soil.
5.5-3(g)	Equestrian facilities and connections to the multipurpose trail system shall be sited, graded, and constructed of suitable materials resistant to the effects of wind and water erosion to minimize the potential for sediments to be carried into adjacent waterways. A program to monitor the effectiveness of such controls shall be established, including implementation of a maintenance and repair plan.
5.5-3(h)	For buildings that do not use a gutter system, landscape planting around the base shall provide increased opportunities for stormwater infiltration and protect the soil from erosion caused by concentrated runoff volumes
5.5-4(a)	Participate, promote or organize community-based litter removal programs for the Parkway.
5.5-4(b)	Trash receptacles including recycling bins sufficient to handle waste generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and trash collection to prevent container overflow shall be implemented, particularly during periods of heavy Parkway use.
5.5-4(c)	In public use areas, install signage to educate users of the importance of proper litter disposal and to designate locations of trash containers. Information regarding adverse effects of litter on water quality and wildlife shall be included as part of the educational and interpretive programs.
5.5-5(a)	Septic systems shall only be installed in areas approved by local ordinance and shall be sited, designed, and operated in accordance with all applicable State and local laws and regulations.
5.5-5(b)	In areas where septic systems are prohibited, vault toilets sufficient to handle wastes generated by Parkway users shall be determined and shall be placed in easily accessible and numerous locations. Frequent and regular monitoring and removal of wastes to prevent overflows shall be implemented, particularly during periods of heavy Parkway use.
5.5-5(c)	In public use areas, designate locations of the sanitary facilities.
5.6-l(a)	<p>The Conservancy should facilitate preparation of a habitat preservation and restoration strategy (HPS) among wildlife agencies and resource managers within the Parkway planning area for its lands and member lands within the Parkway planning area. The plan should include the following elements:</p> <ul style="list-style-type: none"> (i) A survey, either compiled from existing sources, or conducted as necessary to determine the extent and condition of riparian habitat on these lands in the Parkway. Conservation biological criteria shall be used for such determination. (ii) Identification of sites on these lands within the Parkway planning areas which are suitable for restoration and subsequent designation of such sites as Proposed Public Lands Natural Reserve. (iii) Incorporate all relevant policies, mitigation measures, and design policies into the (HPR).
5.6-l(b)	<p>The Conservancy shall include the following design policies for future Parkway development activities:</p> <ul style="list-style-type: none"> (i) New facilities shall be sited in restored or previously developed areas. Visitor overlooks and viewing areas shall be located so as to avoid intrusion into sensitive habitat areas and to avoid habitat fragmentation. (ii) Whenever feasible, trails shall be routed on the outside edges of habitat areas, rather than through the center of mature riparian stands. (iii) Areas suitable for habitat restoration shall be restored by replanting or habitat management to encourage the establishment and growth of natural vegetation. Selection of restoration species shall be made primarily based on the hydrologic, climatic, and soil conditions, and secondarily on the objectives for recreational uses. Native indigenous riparian species shall be used to the greatest extent possible. Areas damaged by facilities placement shall be mitigated on a no-net-loss basis by restoring habitat in the immediate or adjacent vicinity. (iv) The Parkway shall seek to re-establish cottonwoods and sycamore in areas where there is

Number	Mitigation Measure
	<p>evidence that they previously were present, but are now gone. The Parkway shall protect cottonwoods and sycamores from destruction by beaver by the placement of wire mesh or similar around the base of trunks.</p> <p>(v) The Parkway shall seek to re-establish a continuous corridor of riparian vegetation on both sides of the river to provide for the movement and migration of wildlife, as well as the restoration and improvement of instream shaded habitat.</p>
5.6-2(a)	Avoid intensive recreational or other uses within 500 yards of the rookery, and actively encourage uses for natural preserve in this area.
5.6-2(b)	To allow visitors to observe the rookery without causing disturbance, an observation point and trail shall be designed to pass no closer than 250 yards from the existing rookery. The observation point should be designed such that the approach to the point and most of the observation area are visually shielded from the rookery. Informative signage and information at the observation point will provide basic biological information about the rookery and appropriate behavior and actions to avoid disturbing birds during nesting.
5.6-2(c)	Signage, trails and barriers shall be used to channel public access through an area at a distance of at least 250 yards from the rookery. Trails and barriers should visually shield to greater than 80%, the trail from the rookery during the active nesting season.
5.6-2(d)	Regular maintenance and monitoring of the observation point and trails shall be implemented to ensure that barriers and signage are performing the desired function and that the birds are not being disturbed. In the event that substantial disturbance occurs, despite the above mitigation measures, the trail shall be closed until herons have fledged from the rookery.
5.6-2(e)	Additional visual screening shall be developed between the river's edge and the rookery, to minimize potential disturbance from canoe and kayak recreationists within 250 yards of the rookery. Such visual screening shall consist of sandbar willow or similar vegetation planted adjacent to the water course.
5.6-2(f)	Informative signage shall be placed at a distance of 250 yards upstream from the rookery indicating the area as a natural preserve and off-limits to landing for at least the following 500 yards and signage to indicate a "quiet zone" for river users to observe.
5.6-2(g)	In order to protect heron rookery consistent with its authority, the Conservancy shall prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and the Highway 99 during the months of November through July.
5.6-3(a)	Designated areas of a minimum 100 acres in size shall be preserved, with the goal of minimizing human presence, to provide areas for bald eagle foraging. Such areas will not include trails or recreational facilities within the 100 acre area, to provide sufficient buffer zones between recreational uses and wildlife uses.
5.6-3(b)	In order to protect bald eagles using their wintering habitat, consistent with its authority, the Conservancy shall prohibit motorized vessels (motor boats, jet boats, jet skis) from accessing the area between Friant Dam and Highway 99 during the months of November through March.
5.6-3(c)	In preparing restoration plans, the Parkway will include as an element in each restored area provision for large open snags, suitable for use by foraging bald eagles.
5.6-4(a)	The Conservancy shall implement a policy requiring a continuous strip of riparian vegetation with an average width of 200 feet throughout be developed and maintained throughout the parkway. "Continuous" shall include for these purposes, gaps of no greater than 200 feet or the minimum necessary to allow infrastructure (such as roads or bridges) to cross the Parkway.
5.6-4(b)	The Conservancy shall implement a Parkway plan that includes not less than 3 areas of greater than 100 acres of continuous habitat for the purposes of conserving and supporting those species that require refuge in relatively large blocks of habitat.
5.6-4(c)	Whenever construction of project features is proposed within 300 feet of the riparian corridor, construction supervisors shall be made aware of the biological resources, and shall implement mitigation measures to avoid adversely impacting the riparian corridor.
5.6-5(a)	Whenever construction of project features is proposed within 100 feet of the riparian corridor, construction supervisors shall be made aware of the biological value of elderberry shrubs, and shall implement mitigation measures to avoid adversely affecting this species.
5.6-5(b)	The Conservancy shall implement a Parkway plan that includes a goal of restoring a continuous distribution of elderberry shrubs throughout the Parkway. Continuous for these purposes shall mean a distance of not greater than 0.25 mile between suitable VELB host plants.
5.6-5(c)	The Conservancy shall require that all elderberry shrubs removed as a part of a project shall be mitigated within the parkway at a ratio and density equivalent to that expressed in the most current USFWS guidelines.

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5.6-6(a)	The Parkway shall consider proposed Parkway facilitating sites to avoid areas that were formerly riparian forest, or have high potential for restoration to this threatened habitat type.
5.6-6(b)	<p>The Conservancy shall develop and implement guidelines to guide restoration of riparian habitat within suitable land use designations within the Parkway. Areas suitable for restoration shall be determined on the following criteria:</p> <ul style="list-style-type: none"> (i) Evidence of historical existence of climax riparian forest, consisting of old tree trunks, presence on historical aerial photographs or historical records with adequate location data. (ii) Soils determined to be suitable for the long-term support of a riparian community, as determined by a qualified restoration biologist. (iii) Hydrological and geomorphological regimes determined to be suitable for the long-term support of a riparian community, as determined by a qualified restoration ecologist and geomorphologist. (iv) Mitigations as stated for Mitigation Measures VII-1(2) C, D, E.
5.7-2(a)	Public access facilities on lands containing sand and gravel operation may be developed where temporary access is feasible in areas containing mineral resources that have yet to be extracted.
5.7-2(b)	No intensive public use areas should be sited near mineral resource processing plants. Temporary berms, a minimum 10' height, with signed fencing should be used to separate publicly accessible trails and use areas from mining activities. Where trails cross haul routes, consideration should be given to using bridges to segregate use or to opening trails for public use only when mining is not active.
5.8-1(a)	Construction activities potentially impacting noise-sensitive land uses in Madera County shall comply with the most stringent of the applicable provisions from the County and City of Fresno's noise ordinances. Specifically, any construction activities occurring outside of the hours between 7 a.m. and 9 p.m., Monday through Saturday, shall comply with the noise exposure limits for the most noise-sensitive land uses established in Fresno County's Noise Control Ordinance (see Table 5.8-3), and with the exposure limits for other (commercial and industrial) land uses established in the City of Fresno's Noise Regulations (see Table 5.8-4).
5.8-2(a)	The Parkway shall develop and implement Parkway guidelines to include elements addressing public education regarding appropriate behavior while on Parkway property.
5.8-2(b)	To the extent feasible, any new access roadways associated with specific projects under the Plan should be located to reduce disturbance from intermittent vehicle passbys at the nearest noise-sensitive land uses.
5.8-2(c)	Any use of recreational areas within the Planning Area, aside from camping, shall be limited to the hours between sunrise and sunset. Access to these areas shall be limited to these hours.
5.8-2(d)	A minimum buffer of 300 feet shall be required between any existing, occupied residential property or residential structure and any turf areas, picnic areas, dog play areas or permanent outdoor education areas where large groups of people and/or pets may gather.
5.8-3(a)	<p>At a minimum, avoid siting any recreational or educational facilities in any areas exposed to existing or projected future noise levels exceeding applicable ONC noise guidelines:</p> <ul style="list-style-type: none"> (i) 75 dBA LdjCNEL for golf courses, equestrian facilities, canoe put-out and take-in facilities and swimming areas. (ii) 70 dBA LmfCNEL for picnic areas, turf and other play areas, and any other daytime gathering areas. (iii) 60 dBA LdjCNEL for camping areas or indoor educational facilities, although noise exposure up to 70 dBA Ldn may be acceptable for the latter if adequate sound insulation can be demonstrated.
5.9-1(a)	Incorporate requirements of state or federal law or any local ordinance prohibiting or restricting modification of cultural sites.
5.9-1(b)	Prior to approval of any construction in the Plan area, a records search shall be conducted to determine whether cultural resources have been recorded in or near the project development area, or are likely to occur. The study area should include areas to be directly affected as well as any areas of increased ingress in which cultural resources could be located. An on-the-ground field survey shall also be conducted by a qualified archeologist of all potentially affected areas, with all resources

Number	Mitigation Measure
	inventoried and evaluations made to determine the significance of any resources present. Mitigation measures shall be developed and implemented to reduce any impact to any cultural resources to a less than significant level before construction begins .
5.9-1(c)	<p>In the event of the discovery of any subsurface archeological artifact, feature or deposit during construction activities, work within 100 feet of the find shall be halted, and an archeologist will be contacted for an in-field evaluation.</p> <ul style="list-style-type: none"> <li data-bbox="375 422 1459 478">(i) If the resource is determined to be significant, an appropriate plan for resource preservation or site excavation must be developed and implemented. <li data-bbox="375 506 1459 667">(ii) If bone is found that appears to be human, work within 100 feet of the find shall be halted, and the County Coroner must be contacted . If the remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC). The NAHC shall determine the "most likely descendant", who will work to develop a plan for the area of the find. Construction work shall remain halted in the vicinity of the discovery until the plan can be implemented.
5.9-2(a)	Prior to approval of any construction in the Plan area, contact should be made with the Native American Heritage Commission to obtain the names of individuals who may have knowledge regarding areas of concern in or near the Parkway Plan area such as familial villages, gathering areas, power places, or other sites with heritage values for Native Americans. These individuals should be contacted, and information solicited on traditional cultural properties that may be present within the study area. Mitigation measures shall be developed and implemented to reduce any impact to any traditional cultural properties to a less than significant level before construction begins .
5.9-3(a)	Develop Parkway manual for park staff and wardens instructing them on cultural sites and their sensitivity.
5.9-3(b)	Develop educational materials readily available at key locations instructing the public on value of cultural heritage and the need to not disturb sites. Information should include what to do in the event a cultural site is disturbed or an artifact discovered.